

CLASSIFICATION <u>SECRET</u>		
COUNTRY <u>East Germany</u>	REPORT	
TOPIC <u>Koethen Airfield</u>		
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EVALUATION	PLACE OBTAINED	25X1
DATE OF CONTENT		
DATE OBTAINED	PREPARED <u>5 October 1955</u>	25X1
REFERENCES	25X1	
PAGES <u>3</u>	ENCLOSURES (NO. & TYPE)	
REMARKS		
This is UNEVALUATED Information		
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1. The following air activity and aircraft were observed at Koethen airfield between 11 July and 3 August 1955:

11 July. There was no air activity. At 0900, the three hangars were closed. A total of 18 MiG-15s, U-MiG-15s, or MiG-17s were parked in front of the hangars east of the flight control station.

12 July. At 1035, one U-MiG-15 or U-MiG-17 took off and landed again at 1045. Between 1100 and 1112, a MiG-15 or MiG-17 made a local flight. Ten jet fighters were parked north of the eastern end of the runway. A total of 14 jet fighters were parked in front of the three closed hangars.

16 July. There was no air activity. A total of 34 jet fighters were counted at the field. The hangars were closed. Six jet fighters, some of which were having the engines run up, were seen.

18 and 20 July. Mainly bad-weather landings were practiced.

21 July. Between 0700 and 1300, there was intensive air activity. Three practice flights were made.

First practice flight: MiG-15s and U-MiG-15s took off individually at intervals of three minutes. Eight minutes, 10 minutes, and 12 minutes later, the first, second, and third aircraft respectively crossed over the southern edge of the field. The planes flew above the clouds and headed toward the east. Six minutes later, the first aircraft landed again and at intervals of 2 to 3 minutes, the remaining planes landed.<sup>1</sup>

Two-seat aircraft and single-seat aircraft were involved in air activity.<sup>5</sup> The first practice flight lasted from 0730 until noon. Second practice flight: Between 1230 and 1300, 6 MiG-17s, which presumably had recently arrived at the field, were apparently flight-tested. These planes had no auxiliary fuel tanks and took off individually. The engines were throttled down. At about 1630, one of the MiG-17s practiced diving and open-throttle horizontal flights at an altitude of about 500 meters and at apparently high speed. A combustion flame, about 1 1/2 meters long, was observed at the air exhaust.<sup>2</sup> Compared to MiG-15s, the following differences were identified:

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1. The wings had a more pronounced sweep-back;
2. The trailing edge of wing roots faired into the fuselage forming a curve;
3. The wings were rounded off;
4. A pitot tube was located nearly at the wing tip and projected beyond leading edge of wing;
5. The rudder projected beyond the air exhaust aperture;
6. The air intake aperture was oval with a web in its middle;
7. The cabin looked slightly different. A dark spot was seen in the middle of the cabin roof;

8.

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Third practice flight: Between 1420 and 1900, take-offs in formations of three MiG-15s and cross-country flights were made.

1 August. There was no air activity in the morning. Ten MiG-15s, U-MiG-15s, or MiG-17s and one Li-2 were parked in front of the hangars east of the flight control station. At 1500, formations of four MiG-17s with auxiliary fuel tanks practiced flying at an altitude of about 1,500 meters. Auxiliary fuel tanks of MiG-17s projected beyond leading edges of wings 20 cm more than auxiliary fuel tanks of MiG-15s.

2 August. Between 1400 and 1900, MiG-17s practiced local flying. After landing, the aircraft immediately taxied to the take-off point and the pilots were changed. The landing speed of MiG-17s was apparently considerably higher than that of MiG-15s. Although MiG-17s touched down at the beginning of the runway and braked, the aircraft taxied to the western runway end in line with the taxiway extending to the north and some aircraft even taxied over the runway end. <sup>4</sup> Between 1800 and 1900, MiG-17s practiced diving from an altitude of about 2,500 meters to 1,500 meters. When diving, MiG-17s seemed to have a higher speed than MiG-15s. When taking-off, no "frying" noise was heard and no visible combustion flames were seen. At the same time elements of two MiG-15s made take-offs in close order formations and practiced individual high altitude flights.

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3 August. MiG-17s with throttled back engines practiced flying in formations of three and four.

2. On 11 July, two radio trucks were parked at the take-off point. One of these trucks had a glass cupola, an extended telescopic mast, about 4 meters high, and a rod antenna. The other radio trucks were equipped with an extended telescopic mast about 6 meters high. No activities were observed at the Kniferest and Fishnet sets. The two radio trucks were observed several times in the morning at the take-off point. In the afternoon, the trucks were removed.

At 21 July, the runway lights between main approach beacon as far as Baasdorfer Strasse were switched off. The main approach beacon has been dismantled. Only one barracks was observed there. A radio truck with extended telescopic mast

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about 6 meters high was parked near the mast of the transmitter of the outer marker beacon. During air activity, radio telephonic traffic was heard from a short distance. The Kniferest set was not in operation.

3. The AA gun emplacement in the southeastern corner of the field was equipped with 6 x 37-mm AA guns. No practices on the AA guns has been observed.
4. At 1030 on 12 July, two railroad tank cars were observed on the spur track leading to the filling station.  
At 0900 on 16 July, three boxcars and one heavy-duty boxcar were shunted by a locomotive to the airfield. Four boxcars, each about 18 meters long, were observed on the spur track north of the hangars.
5. The following motor [redacted] were observed:

16 July. Truck [redacted] sedans [redacted]

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21 July. Trucks [redacted]

On 20 July, several tank trucks were observed moving from Koethen toward Rossau via Dessau. These tank trucks seemed to be filled.

6. The following air activity and aircraft were observed at Koethen airfield between 12 and 15 August:

12 August. Between 1100 and 1230, two elements of two MiG-15s, U-MiG-15s or MiG-17s practiced flying. A total of 18 MiG-15s, U-MiG-15s, or MiG-17s were parked in front of the hangars east of the flight control station.

13 August. There was intensive air activity after 0800. Aircraft [redacted] were identified. A total of 22 MiG-15s, U-MiG-15s, or MiG-17s were parked in front of the hangars east of the flight control station.

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15 August. There was no air activity.

7. A radio set with rod antenna was located just south of the western end of the runway. On 15 August, a radio station was dismantled in front of the revetments in the northeastern corner of the airfield.
8. A total of 14 closed boxcars, which were furnished with benches, were observed at the spur track on the eastern side of the airfield. Another 12 boxcars were seen on another spur track, which was located more to the north.

1. [redacted] Comment. Bad-weather landings were practiced.

2. [redacted] Comment. Afterburning procedures of MiG-17s were previously observed at Jueterbog airfield.

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3. [redacted] Comment. Differences between MiG-17s and MiG-15s have been confirmed but the observation that the air intake was oval, is incorrect.

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4. [redacted] Comment. According to this observation, landing runs were 1,000 to 1,300 meters long.

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5. [redacted] Comment. Aircraft [redacted] have previously been observed at Koethen. Aircraft [redacted] was observed on 15 April 1954 at Wittstock, [redacted] in March 1953 at Jueterbog, and [redacted] on 2 June 1953 at Altenburg.

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[redacted] Aircraft No 0920 was observed on a MiG-17 in April 1955 at Neuruppin.

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